

We claim:

1. A coupling mechanism for a work vehicle, the coupling mechanism comprising:

a frame for mounting to the work vehicle, the frame having a cross member and left and right side members depending from opposite ends of the cross member; and

an attaching member mountable in each side member, each attaching member comprising a body, a first hook projecting from the body, and a second hook projecting from the body and generally perpendicularly with respect to the first hook, the first hook having at least one dimensional feature which is smaller than a corresponding dimensional feature of the second hook, the attaching member being mountable in a first orientation wherein the first hook is in an operative position and being mountable in a second orientation wherein the second hook is in an operative position.

2. The coupling mechanism of claim 1, wherein:

each hook forms a recess which opens generally in a direction towards a portion of the body which is located between the hooks.

3. The coupling mechanism of claim 1, wherein:

the first hook projects from a first side of the body and adjacent to a first corner of the body, and the second hook projects from a second side of the body and adjacent to a second corner of the body, the first and second sides being adjacent to each other and joined at a third common corner.

4. The coupling mechanism of claim 3, wherein:

the first and second corners are opposite to each other.

5. The coupling mechanism of claim 1, wherein:

a main bore extends through each attaching member and the respective side member, and a main coupling pin extends through the main bore and through the attaching member and the respective side member.

6. The coupling mechanism of claim 5, wherein:

an orienting bore extends through each attaching member and the respective side member, and an orienting pin extends through the orienting bore and through the attaching member and the respective side member, the orienting bore being spaced apart from the main bore, the orienting pin engaging the side member and the attaching member to prevent rotation of the attaching member.

7. The coupling mechanism of claim 1, wherein:

a main bore extends through each attaching member and the respective side member;

a main coupling pin extends through the main bore and through the attaching member and the respective side member;

an orienting bore extends through each attaching member and the respective side member, the orienting bore being spaced apart from the main bore; and

an orienting pin extends through the orienting bore and through the attaching member and the respective side member, the orienting pin engaging the side member and the attaching member to prevent rotation of the attaching member.

8. The coupling mechanism of claim 7, wherein:

the main coupling pin and the orienting pin are fixed to a mounting plate, and the mounting plate is removably attachable to the side member.

9. The coupling mechanism of claim 1, wherein:

the first hook has a width which is smaller than a corresponding width of the second hook.

10. A coupling mechanism for a work vehicle, the coupling mechanism comprising:

a coupler frame for mounting to the work vehicle; and

a pair of dual hook members mountable on the frame, each dual hook member comprising a body, a first hook projecting from the body in a first direction, and a second hook projecting from the body in a second direction which is generally perpendicular to the first direction, the first hook having at least one dimensional feature which is smaller than a corresponding dimensional feature of the second hook, each dual hook member being mountable in a first orientation wherein the first

hook is in an operative position and being mountable in a second orientation wherein the second hook is in an operative position.

11. A coupling mechanism for a work vehicle, the coupling mechanism comprising:

a coupler frame for mounting to the work vehicle; and
a pair of dual hook members mountable on the frame, each dual hook member comprising a body with first and second hooks projecting from the body, the body defining a central plane which is positioned between the first and second hooks, each of the hooks forming a coupling recess, each recess defining a recess opening axis, each said axis intersecting with said central plane and the other axis.

12. The coupling mechanism of claim 11, wherein:

the recess opening axes intersect each other at an angle equal to or greater than 90 degrees.

13. A coupling mechanism for a work vehicle, the coupling mechanism comprising:

a coupler frame for mounting to the work vehicle; and
a pair of dual hook members mountable on the frame, each dual hook member comprising a body with first and second hooks projecting from opposite ends the body, said ends defining a body plane extending therebetween, and the first and second hooks projecting on a same side of said body plane.

14. The coupling mechanism of claim 13, wherein:

each of the hooks forming a coupling recess, each of the recesses opening away from the body plane.